

## 1-27. (CANCELED)

28. (CURRENTLY AMENDED) A six-gear or seven-gear vehicle transmission (1, 30) having ~~at least one of one starting and selector~~ a single clutch (K1), ❖  
 [[the]] an input side of which is connected with a drive shaft (2) of a prime mover and ❖  
 [[the]] an output side (3) with [[an]] a single input shaft (4), two countershafts (5, 6) upon ❖  
 which are rotatably supported gear wheels designed as idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), gear wheels designed as fixed wheels (11, 12, 13, 14, 33, 37)  
 non-rotatably situated upon said single input shaft (4) and in tooth contact with said idler ❖  
 wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), coupling devices (22, 23, 24, 25, 31, 32)  
 non-rotatably and axially movably supported upon said two countershafts (5, 6)  
 and movable [[there]] by ~~means of~~ setting devices, the same as one output gear ❖  
 wheel (18, 19) fastened on the respective countershaft (5, 6) and in tooth contact with  
 one toothing (20) on a differential transmission (21), wherein each two gear positions  
 disposed in a shifting gate of one of an H- or multi-H-shifting gate (G1-G2; G3-G4;  
 G5-G6; G7-RG) are associated in the transmission with two different coupling  
 devices (22, 23, 24, 25, 31, 32), ~~characterized in that~~ wherein, of said fixed ❖  
 wheels (11, 12, 13, 14, 33, 37) situated upon said single input shaft (4), at least two ❖  
 fixed wheels (12 or 37, 13, 14) are in tooth contact with each two idler wheels (8, 15;  
 35, 36; 9, 16; 10, 17).

29. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission  
 according to claim 28, wherein first idler wheels (16 or 36) of [[the]] a highest gear (G6 ❖  
 or G7) and second idler wheels (15 or 16) of [[the]] a second highest gear (G5 or G6) ❖  
 are situated upon said second countershaft (6) while third idler wheels (9 or 35) of  
 [[the]] a third highest gear (G4 or G5) and fourth idler wheels (8 or 9) of [[the]] a fourth ❖  
 highest gear (G3 or G4) are supported on said first countershaft (5).

30. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission  
 according to claim 28, wherein first idler wheel (17) for [[the]] a second gear (G2) and ❖  
 second idler wheel (10) for [[the]] a reverse gear (RG) are situated upon different ❖  
 countershafts (5, 6) and can be driven by a common fixed wheel (14).

31. (CURRENTLY AMENDED) The six-gear vehicle transmission according to claim 28, wherein the gear wheels in the transmission, beginning from the single clutch (K1), are disposed as follows: reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), third gear (G3) and fifth gear (G5), the same as first gear (G1). ❖

32. (CURRENTLY AMENDED - WITHDRAWN) The seven-gear vehicle transmission according to claim 28, wherein said gear wheels in the transmission, beginning from the single clutch (K1), are disposed as follows: reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), fifth gear (G5) and seventh gear (G7), the same as first gear (G1). ❖

33. (CURRENTLY AMENDED) The seven-gear vehicle transmission according to claim 28, wherein said countershafts (5, 6) are disposed either paraxially or forming an angle with said single input shaft (4). ❖

34. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein distances of said two countershafts (5, 6) from said single input shaft (4) are different and [[that]] said output gear wheels (18, 19) upon said two countershafts (3, 4) form with said output toothing (20) on said differential transmission (21) reduction ratios of different magnitude. ❖

35. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said output gear wheels (18, 19) are situated on the ends of said two countershafts (5, 6) pointing to said single clutch (K1). ❖

36. (CURRENTLY AMENDED - WITHDRAWN) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said gearwheels of [[the]] third gear (G3) and of [[the]] fifth gear (G5) are different in the six-gear vehicle transmission (1) from those of the otherwise to a gear extent similarly built seven-gear vehicle transmission. ❖

37. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein [[the]] fourth gear (G4) and [[the]] reverse gear (RG) with a common coupling device (23) are alternatively non-rotatably connectable with said first countershaft (5), the same as [[the]] second gear (G2) and [[the]] sixth gear (G6) ❖

with one other common coupling device (25) are alternatively non-rotatably connectable with said second countershaft (6).

38. (CURRENTLY AMENDED) The six-gear vehicle transmission according to claim 28, wherein [[the]] first gear (G1) and [[the]] third gear (G3) with a common coupling device (22) are alternatively non-rotatably connectable with said first countershaft (5), the same as [[the]] fifth gear (G5) with one other coupling device (24) with said second countershaft (6). ◆◆

39. (CURRENTLY AMENDED - WITHDRAWN) The six-gear vehicle transmission according to claim 28, wherein [[the]] first gear (G1) and [[the]] fifth gear (G5) with a common coupling device (31) are alternatively non-rotatably connectable with said first countershaft (5), the same as [[the]] third gear (G3) and [[the]] seventh gear (G7) with one other common coupling device (32) with said second countershaft (6). ◆◆

40. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said coupling devices (22, 23, 24, 25, 31, 32) are ~~designed as~~ one of [[a]] positive fit dog clutches or as shifting sets. ◆◆

41. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 40, wherein each one of the coupling devices (22, 23, 24, 25, 31, 32) comprises one sliding sleeve axially movable upon the respective countershaft (5, 6) but non-rotatably connected therewith, the same as synchronizer rings disposed ~~to one or more of the~~ on one of a right and a left thereof. ◆◆

42. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said gear wheels (7, 17, 10) of one or more of [[a]] first gear (G1), of [[the]] second gear (G2) and of a reverse gear (RG) are situated in an area of a front side[[s]] of a transmission housing. ◆◆

43. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said gear wheels (7, 17, 10) of one or more of [[a]] first gear (G1), of [[a]] second gear (G2) and of [[a]] reverse gear (RG) are situated in a central area of the transmission. ◆◆

44. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said single clutch (K1) is ~~designed as one of a~~ powershift clutch, ~~preferably as one of a multi-disc clutch or [[as dry]] a one-disc clutch.~~ ♦♦

45. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one separate starting element, ~~preferably a hydrodynamic torque converter,~~ is situated according to a driving technique between said drive shaft (2) of the prime mover and an input side of said single clutch (K1). ♦♦

46. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one torsional vibration damper is located between said single clutch (K1) and said drive shaft (2) of the prime mover. ♦♦

47. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one or more of said two countershafts (5, 6) and at least said single input shaft (4) are connected with a non-wearing transmission brake (retarder). ♦♦

48. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein on one or more of said two countershafts (5, 6) and on said single input shaft (4) at least one other gear wheel is situated for an driving auxiliary unit[[s]]. ♦♦

49. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein with one or more of said countershafts (5, 6) and said single input shaft (4) at least one electric generator ~~can be~~ is driven. ♦♦

50. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one generator ~~can be~~ is driven from the input side of said single clutch (K1). ♦♦

51. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said differential transmission (21) is ~~designed as one of a power divider differential transmission [[or as]] a length divider differential transmission.~~ ♦♦

52. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein a setting device for actuating said coupling devices [[an be]] is actuated either manually or with servo assistance. ◆◆

53. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 52, wherein said setting devices actuatable with servo assistance have piston-cylinder systems which [[can be]] is actuated by one of a hydraulic or pneumatic pressure medium. ◆◆

54. (PREVIOUSLY PRESENTED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said setting device actuatable by one or more of manually and with servo assistance comprises one mechanical conversion device (Fig. 3) which converts a selector lever movement in a shifting gate of an H- or multi-H shifting gate from one gear position to a next gear position (G1-G2; G3-G4; G5;G6; G7-RG) in actuation movements for two shifting sets (22, 23, 24, 25, 31, 32) in said transmission (1, 30).

55. (NEW) The six-gear or seven-gear vehicle transmission according to claim 28, wherein the single clutch is one of a starting clutch and a selector clutch.

56. (NEW) The six-gear or seven-gear vehicle transmission according to claim 45, wherein the one separate starting element is a hydrodynamic torque converter.